CRITERIOS APPRAISON AND THE MARKET WAS A PROPERTY OF THE PROPE

even. Now at fast she would, as she had one under Bacon in 1864, break through the long list of her rival's victories and take another look at the flags. She was destined to have a good day. A nettle haze and the lengthening shadows took the dge off the heat, and the old take, which had seen so many hard fought battles and was indebted more to these same rowing meetings than to anything else for the national reputation it had ob-tained, bore itself as if the "Lady of the Lake" had many greenbacks staked upon the result. As the year before, Harvard again drew the inside. As e two crews lay at the starting line waiting for the word the disparity between them was quite marked. Yale sat the tailer and larger outweighed her opponents over ten pounds a man, while the diminutive his crew look even smaller yet. Both were in Elliott boats of almost exactly the same dimentions, and while each had done its best the result was in most minds almost of necessity a foregone onclusion in favor of a victory for the larger men. At the word "Got" Harvard first got the water, and sprung away with the lead at the actually un led stroke of fifty to the minute. She pas the grand stand well ahead, but many a boat had done that and used herself up in the effort. This could never last, all said, over three whole miles. All the way to the stake they were at it, every man rowing as if it were the one duty of his life. Harvard was ahead, but not much, and her friends from Connecticut were sticking to her with a devotion truly praiseworthy. She got around the stake first, but that was the most you could say, for Yale was right at her heels and pushing her all the way. So they sped along, one working with the glow of winning where she had not dreamed of it, the other goaded to desperation at the thought that a victory she believed sure was slipping out of her hands. On they came, and, passing the grand stand, slid in across the line only nine seconds apart, Yale having made the distance in the shortest time ever made by a Yaie crew, 18m. 11s., while her ADDITIONAL ASPIBANTS FOR AQUATIC HONORS.

So ended the last race these two oft-matched antagonists ever rowed by themselves-that is, where no other was by to snatch if possible the prize from both, and on the next year, 1870, same the last race that they or other of our colleges ever rowed at Worcester. The time set was, as usual, the last Friday but one of July, the Harvard vacation not generally commencing till about that time of year. Yale kept two of her '69 men, Coonley and Bone, while Harvard retained Lyman and Willis Jones and Read. Elliott still built Yale's boats, but Harvard, for the first time. tried a stranger, John Blakey, an Englishman from Newcastie-on-Tyne, who had come and settled at Cambridge and located his shops by the Harvard boathouses. Indeed, to-day, he has the entire charge of those boathouses, and, by the way, has built all Harvard's boats since 1869. Yale brought the heavier crew, this time by nine pounds a man. As mentioned above Harvard was stronger in older men, and naturally enough from the rapid work of the previous year was easily the favorite. Matters looked ripe for a good race but the impression was widespread that Harvard would again win. But before the race was through Mairs took a turn as unexpected as unwelcome, one which resulted in the abandonment of Worcester, perhaps forever, as a place of these intercollegiate meetings. One writer thus summarizes the story, and he has at least tried to do it fairly:-This race was decided by the referee in favor of the Harvards upon a foul at the stake claimed by that crew. All the accounts of the race agree that the boats started exactly at the same moment; that although Harvard veered from the direct course up the lake, and, as Yale claims, crowded their boat out of the course, the boats did not come in contact, and that the Harvards reached the stake at least half a length ahead. At this point the controversy commences whether it was the Harvard boat which fouled the stake, losing its rudder by making s short, square turn, or the Yale boat which ran into the Harvard boat and disabled its steering apparatus. The testimony of the newspaper correondents on this point is very conflicting, but the referee decided that Yale was the party in error, and gave Harvard the race."

As we have said, intense dissatisfaction was felt mong the Yale crew and their friends at this decision, which finally culminated in the members of the crew pledging each other to never again enter a contest on Lake Quinsigamond, and this action was indorsed by the Yale University Boat Club in voting "that no crew from that college ever should row there club can have on the doings of its members years later, should that course be considered again, it is not easy to say, but the excellent management of fairs this season thus far at Saratoga may possi bly preclude the necessity of ever raising the ones tion. American carsmen are fortunate in having so many courses to choose from and on broad waters like those of Saratoga Lake and good previous management such an unfortunate event sould scarcely occur. In the high excitement of a race there may be and often is bad steering, but when the waters are broad as they always ought to be, there will usually be found among amateurs at ast a disposition to allow somewhat for the faults of each other. It is certainly to be hoped that this year, as last, there may not occur another of these unhappy fouls, and now, in the year 1871, for the first time since 1860 and the third in the annals of our college racing, did any other institution save these two venture into these contests. In 1860 Brown had entered with a crew and boat both foolishing light, and had come in last, with her boat partly filed with water. In 1870 she essayed again, but only in the Freshman Race, and beat Harvard Yale and Amberst, the latter of whom was making her maiden appearance in these meetings. Now, in 1871 Brown was in both the Preshman Race and the University, while the Amherst Agricultural Schoola separate institution from Amherst College-made her first appearance in the University Race, a step which the result showed she had no possible rea son to regret. And it will be of interest here today to note that on this same 21st day of July, 1871, three of the men who fill as many seats of the Harvard boat now then rowed in the Harvard Freshman crew, Messrs. Dana, Goodwin and Morse, while, in passing, it may be worth mentioning that in a single scull race earlier the same afternoon and on the same track. Ten Evck, the ional, who the other day disposed of Scharff and his friends' spare dollars at Peckskill, was easily beaten by Ellis Ward, Butler, of Boston. and Harrington, of Springfield. INGLESIDE.

Two, and in fact three other features also had this race of 1871, and very noticeable ones. Yale was as good as her word, and Worcester was aban. doned. Ingleside, a little place on the Connecticut, a little above Springfield, Massachusetts, being substituted for pretty Lake Quinsigamond. Again, the course was not, for many years, out to a stake and return, but straight away; a thing without a precedent in these college races, save in that one-the first of all-on Lake Winniepiscozee, in 1852. Now all questions of touling and chopping off each other's rudders while rounding a stakeboat will be done away, and had the 1870 race been here there might have been a different The course ran from stakeboats anchored oppo-

site Ingleside, down the stream, three miles, to a line fity leet north of Chicopee Bridge. The current is sluggish, probably about as strong as at Springfield, where there is scarcely any at all at this time of the year.

YALE ABSENT AND WHY? The other and most significant feature of this race-one never before under any circumstances known-was the absence of any crew from Yale. Harvard had Read and Jones and four new men again ready to meet her; and Eldred, the famous stroke of the "Aggies," would try with his men to give her a warm welcome. But Yale had made up her mind and would not be turned from it. That she had not dropped the idea of college rowing. however, was clear enough from the tenor of the following notes, which explain themselves:-

New HAVEN, Dec. 10, 1870.

To GROUGE Bass, Presidentor-H. U. B. C.;—
DEAR SIE—The undersigned, in behalf of the Yale Uni-

rersity crew, hereby challengs the Harvard University crew to row a straighthway six-oared shell race, upon the 14th of July, 1870, on any course hereafter agreed upon.

L. S. Boome, Secretary of Y. U. B. C. C. Markidge, March 7, 1871.

Mr. J. H. Ford, President Y. U. B. C. SAMBLIDGE, March 7, 1871.

Mr. J. H. Ford, President Y. U. B. C. SAMBLIDGE, March 7, 1871.

Mr. J. H. Ford, President Y. U. B. C. SAMBLIDGE, March 7, 1871.

Mr. J. H. Ford, President Y. U. B. C. SAMBLIDGE, March 7, 1871.

Mr. J. H. Ford, President Y. U. B. C. SAMBLIDGE, March 37, 1871.

GENTLEMEN—At a meeting of the Executive Committee of the H. U. B. C. held to consider the challenge line of the Y. U. B. C. Unany race in which all parties are subjected by the president of the Committee of t

A most voluminous correspondence followed, the details of which need not be given now, but Yale would row no more at Worcester, and would never meet Harvard again in any but a straightaway race. So she sent no delegate to the above Con vention, and, most remarkable of all, actually stayed out of the race of 1871. Yet it was not at Worcester and was straightaway, so that she could apparently have saved her feelings any very

THE ASSOCIATION OF AMERICAN COLLEGES FORMED. The Convention met at the time and place appointed, representatives being present from Bowdoin College, Brunswick, Me.; Harvard University, Cambridge, Mass.; 'Amherst College, Amherst, Mass, and Brown University, Providence, R. I. These proceeded to organize "The Rowing Association of American Colleges," to frame and adopt a constitution and bylaws and to appoint the necessary officers.

These were-President, C. C. Luther, of Brown; Vice President, R. S. Russel, of Harvard; Secretary, E. P. Mitchell, of Bowdom; Treasurer, A. B. Mooney, of Amherst; Regatta Committee, G. F. Roberts, of Harvard; H. Cornett, of Brown; Leverett Bradley, of Amberst: F. A. Ricker, of Bowdoin. And from that time until now these yearly meetings have been under the sole control and management of the said association. The fol-

THE CONSTITUTION OF THE COLLEGE ASSOCIATION.

ARTICLE 1.

BECTION 1.—The name of this association shall be the "Bowing Association of American Colleges."

SKC 2.—The objects of this association shall be the promotion of the art of rowing among the members of our respective colleges, by meetings, friendly contests and otherwise, and the kindling of that iriendly spirit and college feeling which ought always to exist between colleges and gentlemen.

ARTICLE II.

SECTION 1.—This association shall be represented by conventions consisting of two delegates from each of the several codege boat clubs which may have been admitted to a representation in the manner hereafter provided for. THE CONSTITUTION OF THE COLLEGE ASSOCIATION.

vided for.

SEC 2.—Any college club desiring to be represented in this association shall present to the Secretary, at least ten days previous to the annual meeting of the association, a written official notice to that effect.

SEC 3.—All applications shall be voted upon at the annual meeting of the association, where, it a majority of the members present vote in favor thereof, such club or clubs shall be admitted and entitled to representation in the association.

the association.

ARTICLE III.

SECTION 1.—The officers of this association shall be a President, Vice President, Secretary and Treasurer, who shall hold office for the period of one year, and shall be elected by a majority vote of all delegates present at the annual meeting of the association.

SEC. 2.—All elections shall be by ballot, unless otherwise provided for.

wise provided for.

SECTION 1.—It shall be the duty of the President, and in his absence of the Vice President, to preside at all meetings and to call special meetings whenever he may deem it necessary, or whenever requested to do so by the presidents of three college clubs entitled to representation in this association. the presidents of three contage cause variation in this association.
SEC 2.—It shall be the duty of the Secretary to keep, in a book kept for this purpose, an accurate record of all the proceedings of the association; to issue all notices of meetings, and to keep, in another book kept for this purpose, a true account of the annual regatia of this association.

ciation.

Sec. 3.—It shall be the duty of the Treasurer to take charge of all funds of the association. He shall keep an account, in a book kept for that purpose, of all meneys received and paid out by him, and his accounts shall at all times be open to the inspection of any of the officer of the association. He shall pay out money belonging to the association. He shall pay out money belonging to the association for your description of the Regatta Committee or of the President of the association. of the association. He shall pay out money belonging to the association buly upon the written order of the Chair-man of the Regatta Committee or of the President of the association. Sec. 4.—Any vacancies in the list of officers occurring during the year from resignation, death or otherwise, shall be temperarily filled by appointment of the Presi-dent.

shail be temporarily filled by appointment of the President.

ARTICLE V.

SECTION I.—There shall be one annual regatta held at such time and blace as the association may decide at its annual innecting of that year.

SEC 2.—The regatta shall be upder the control of the Regatta Committee, hereafter provided for.

SEC 3.—All college clubs members of this association, destrious of entering for the annual regatta shall so notify the Secretary of the association at or before its annual meeting, and no club shall outer this association regatta unless a member of the association.

SEC 4.—The Regatta Committee shall offer each year flags which shall be held by the college winning them as emblems for the championship of that year.

SEC 4.—All college clubs taking part in this regatta shall sarrietly observe all rules and regulations which shall be adopted by the association, and shall abide by the decision of the referee, whose decision shall be final in all cases. Any club failing to comply with the provisions of this section shall be limit in all cases, the section shall be limited association.

ARTICLE VI.

Section 1.—The Regatta Committee shall consist of one detegate from each club belonging to the association, and shall be appointed at the annual meeting of the association, and shall hold office for one year from that date, or until their successors be appointed. Size, 2.—It shall be the duty of this committee to make and carry out all arrangements which they may deem necessary for the complete success of the regatta. All expenses which the committee may incur for the above expenses which the committee may incur for the above purpose shall be divided equally among all the clubs participating in the regarta.

SEC. 3.—it shall be the duty of this committee to appoint some suitable person who shall act as referee at the annual regatta.

the annual regatts.

SECTION 1.—There shall be an annual meeting of the association held on the first Wednesday in April, at such place as the association may decide upon at its annual meeting of the year immediately preceding.

SEC 2.—At this meeting the time, place and style of the next annual regatts shall be decided, and set or rules and regulations adopted which shall be strictly observed

and regulations adopted which shall be strictly observed at said regatta.

Sac. 3.—At this meeting all questions of dispute between any members of clubs belonging to the association shall be submitted to the association, and its decision shall be final in all cases. Any members or clubs inking to comply with the provisions of this section shall be liable to expulsion from the association.

Any club may be expelled from the association by a two-thirds vote of all members present at any annual meeting.

meeting.

ARTICLE IX.

There shall be one yearly assessment, of such amount as the association may decide, upon all members of the

association.

Anticle x.

This constitution may be altered and amended at any annual meeting of the association by a t. o-thirds vote of annual needing view the members present.

*AMMINIMENTAL—I, Amy college not represented in any annual regards shall thereby lose its membership in the association and representation in the convention of the association and representation in the convention of the association. *Passed April 2, 1873, by third annual convention. oot.begs of the association.

Amherst, Bowdoin, Brown, Columbia, Cornell, Dartmonth, Marvard, Massachusetts Agricultural, Trinity, Williams, Yade.

THE FARMER BOYS' VICTORY. This year the Springfield Club generously gave a set of champion colors and six pieces of plate, and at 7h. 5m. 31 %s. that afternoon the sixes of Harvard, Brown and the Aggies all got away in fine style with an idea of obtaining the permanent ownership of said trophies. The weather was clear and fine, the air and water quiet. Nobody had ever heard of the Aggies and so did not expect to. but long before that eventful quarter of an hour was over both Harvard and Brown formed their acquaintance in a way that has fastened itself firmly, and will hkely not be forgotten for years to With a light crew, eight pounds a man lighter than the Harvards and a trifle heavier than Brown, these tough farmer boys put second after second between their rivals as they shot away hard down stream. The betting been 18 on Harvard to 12 on Brown to 4 on the strangers, and it showed how accurate was the general judgment by being wrong in every particular. The farmers led the Cambridge men all the way to the finish, being there thirtyseven seconds ahead and the latter, twenty-four ahead of Brown, while the Aggies made the astonishingly fast time of 16m. 46%a., incorrectly reported at first as 17m. 42%s.

This surely was a new turn of things, to see the oldest college in the land, and one that had built up a long and brilliant record for aquatic prowess. forced to give way to an institution small and obscure. But from it to-day Princeton may pluck up heart, and so might Union, of Schenectady, and Rutgers and West Point and the Western Re serve and the midshipmen. Saratoga Lake, as we have said, is broad enough for all, and before nightfall, if all goes well, will prove whether she has not for the demands of a national regatts

facilities unequalled. THE SUMMER OF 1872 saw a sight welcome and altogether new in the rowing record of the country. Instead of two or three colleges alone contending for the honor. when the eventful day came six different sixpared crews from as many universities or colleges drew into line. Ingieside had given little satisfaction, fewer people having gone to see the race than were ever present before or since at one of these gatherings. So a change was promptly made this year-a little lower down the Connec cut, from a point opposite the lower end of Springfield to another three mues further down stream and a little above the finish of 1873. Indeed, it has been plain from the start that these contests, to be successful must

take place near a city, where friends can be cared for, provisions had and the many numerous wants of numerous people used to comfortable living rightly looked after. The six contending colleges were Amherst, Harvard, the Agricuiturals, Bow-doin, Williams and Yale—for it was hard work staying away; while in the Freshman Race another stranger-Wesleyan-put in her maiden appearance, Brown, too, and Yale and Amherst keeping her company. And now yet another surprise was in store for all people interested in good rowing. For not only was the very fast time of the last year-faster than will be made to-day-fairly beaten, but the crew that did the beating paid no allegiance to Elihu Yale or John Harvard, nor was it yet Agricultural, but from an institution in the same town as the latter, and one, too, which has given us one of the most renowned of American divines—Henry Ward Beecher—old Amherst. Sixteen minutes and thirty-two seconds, fourteen and a half seconds better than the rapid work of 1871, was the official time announced at the close, while Harvard made a fair second in 16m. 57s.; the Aggies were third in 17m. 19s., Bowdoin fourth in 17m. 31s., Williams next in 17m. 59s., and Yale, evidently rusty after her long pouting spell, sixth in 18m. 588. THE ENTRIES OF 1873.

Now these races were beginning to assume if not unwieldy at least termidable proportions, and many thought that in point of numbers the climax was already reached. But they were wrong again, for, many as there seemed in 1872, when the entries of 1873 were closed and counted over there were. instead of six, almost twice six. New Hampshire had contributed her sturdy Dartmouth; Connecticut added Wesleyan; the Empire State her young giant of rapid growth, Cornell, and thinking she might need some city boys, too, had added Columbia, while the home of the wooden nutmegs subscribed little Trinity. Eleven six-oared crews all to row abreast, and yet to have no crowding. no fouling. This was a good deal to look for, but still it was undoubtedly to be tried, for one after another the crews gropped down to Springfield and took up their quarters along the river. Boatbuilders and oarmakers had been working almost night and day, and for weeks together. The active boating interest of the country was centred in Springfield. Meanwhile, as has been too often the case where students had the management,

THE MANAGEMENT
was very poor. The city had appointed a committee to help the students, but both seem to have been shamefully inefficient or neglectful, and as the time drew near, and the crowd began to gather, much was undone that should have been all arranged and attended to. At the starting time the boats were crowded so closely together as to almost touch oars, Harvard and Yale, for instance, being but forty-four feet apart. The river had fallen very low, the course was crooked, and a sand bar with scarce a foot and a half of water and near half a mile long lay right in the track of some of the crews, only to be avoided by a détour evidently unjust. At the finish the line was so drawn that even to this day there is much honest difference as to just where it did run. Instead of the race being started promptly at four-a matter of vital importance where many thousands are interested-there was no one who seemed to have the power or spirit to order the crews out and send them off. No proper accommodations were provided for the referee, and he had to do the best he could towards finding means to see the race, when his say was so final. Four o'clock, as to-day, was the time fixed. It came, and quarter past, and half and five o'clock, and not one crew had shown. and no one seemed trying to collect them. Half past five passed, and then six struck. Now they began to crawl out, and by fifteen minutes later it began to look LIKE A RACE.

At 6h, 20m, on Thursday afternoon, July 17, Frank G. Brown, Captain of the Nassau Boat Club, of New York city, cautioned the crew, and then gave the word "Go!" Harvard at once showed well to the front, and it was not many minutes before she and her old rival Yale had again paired off, each seeming bound to make up for 1870. They swept on down stream, Harvard a trifle ahead and the others trailing along in a bunch not far behind. It was coming on dusk as they got down towards the grand stand. The referee's boat was some distance behind, and as they crossed the line some on one side of the river and some on the other, it was anything but a light task for him or any one else to say

To people on one side of the river it seemed to be Harvard, to those on the other Yale, with Wesleyan second and Harvard third, and so at last. after much discussion and doubt, the referee concluded that Yale had first crossed a line which, had it been correctly drawn, would have been reached first by Harvard. Indeed the latter had supposed they had won, and some one on the judges' boat had, through mistake, given her men the flags, which they took to their boathouses but, on learning, to their great surprise, that the decision had gone for Yale, promptly turned them over. The fact seems to be that Yale really sup posed she had won, and Harvard that she had, and it was this doubt that accounted for the marked quiet prevailing in Springfield on the night after a contest which used in other years to bring noisy hilarity and glee that all who ever ob served it cannot readily forget. Yale certainly had done better than was generally expected, and her captain and one other of her men of that year are hoping hard ere nightfall to take and carry away from all competitors the crown of victory for 1874.

PREVIOUS RACES.

The Record of Other Years.	
UNIVERSITY CREWS.	Time.
Aug. 3. 1852 -Lake Winningseogee, Centre	2 57700.
Date. Course. Contestants. Aug. 3, 1852.—Lake Winnipiseogee, Centre Harbor, two miles to wind- ward.	
Oneida, Harvard, Won by two le	engths.
Halcyon, Yale (8-oared barges) JULY 21, 1855.—Connecticut River, Spring- field, Mass., one and a naif	
JULY 21, 1855.—Connecticut River, Spring-	
miles down stream and back.	
Iris, Harvard (8-oared barge) .	22:00
Y. Y., Harvard (4-oared barge)	22:03
Narotal Valo (d.ograd)	99.99
Nautilus, Yale (6-cared)	24:38
coster Mass. one and a half	
Nautius, Yale (6-cared) JULY 26, 1850.—Lake Quinsigamond, Wor- cester, Mass., one and a half miles up the lake and back.	
Harvard (shell)Yale (shell)	19:18
Yale (shell)	20:18
Harvard (lapstreak)	21:13
JULY 24, 1860.—Same course.	24: 40
Harvard	18:53
Yale Brown	19:05
Brown	21:15
JULY 29, 1864.—Same course.	10.01
Yale Harvard	10:431/
July 28, 1865.—Same course.	10.40 %
Yale	18:42%
Harvard	18:09
JULY 27, 1866.—Same course.	10.101
HarvardYale,	10:10
JULY 19, 1967.—Same course.	
Harvard	18:12%
July 24, 1868.—Same course.	19:25%
JULY 24, 1868.—Same course.	
HarvardYale	18:38
July 23, 1869.—Same course.	
Harvard	18:02
Yale	18:11
JULY 22, 1870.—Same course. Harvard	20.20
	18:45
JULY 21, 1871.—Connecticut River. Spring-	
field, Mass., three miles	
down stream.	****
Agricultural	17:231
Brown	17:47%
July 24, 1872.—Same course.	
Amherst	16:33
HarvardAgricultural	18:57
Rowdoin	17:10
Bowdoin. Williams. Yale.	17:59
Yale	18:13
MINOR OREWS.	
JULY 27, 1859.—Lake Quinsigamond, Wor- cester, Mass., one and a half miles up and back.	
miles up and back	
Yale Harvard (shell)	19:14
Yale Harvard (shell)	19:16
Jerry 24, 1860.—Same course.	
Hai vard Freshmen's Thetis (lapstreak)	10.40
Vale Freshmen's Slyung (lan-	10:40%
streak)	20:20
JULY 24, 1860.—Same course.	AND THE CO.
Harvard Sophomore's Haidee	400
(lapstreak)	20:17

(lapstreak) ... 20:17
Yale Sophomore's Thalia (lapstreak) ... Not given
1.—Same course.
Harvard Sophomore's

Harvard Sophomores......

mores...... 19:05

JULY 29,	1866.—Same course.	
	Yale	19:05%
	Harvard	19:20%
JULY 27,	1866.—Same course.	
	Harvard, Scientific Minors	18:53%
	Yale Minors	19:38
JULY 19,	1867.—Same course.	
	Yale Minors	19:3814
	Harvard Minors	20:06
JULY 23,	1869.—Same course.	
acceptate where	Harvard Freshmen	19:30
	Yaie Freshmen	19:5814
JUNE 22.	1870.—Same course.	******
	Yaie Minors	20:10
	Harvard Minors	20 - 22 1/
JULY 22	1870.—Same course.	44 .00 75
	Yale Freshmen	10-45
	Harvard Freshmen	10.40
Jun. w 21	1871.—Connecticut River, Spring-	20:00
	field, three miles down	
	stream.	
	Harvard Freshmen	20:15
Terr - 04	Brown Freshmen	20:45
3 CHY 29,		
	Wesleyan Freshmen	17:01
	Yale Scientific Freshmen	17:29
	Brown Freshmen	18:39
-	Amnerst Freshmen	18:58
JULY 17	1873Course a little lower down stream.	
	Yale	16:59
	Wesleyan	17:09
		1
	RACE RULES.	

The rules which governed last year's race are with the additional ones following them, correct for this and run as follows :-

ior this and run as follows:—

1. All races shall be started in the following manner:—
The starter shall ask the question, "Are you ready?" and, receiving no reply after waiting at least five seconds, shall give the signal to start, which shall be the werd "(o)"

2. If the starter considers the start unfair he shall at once recall the boats to their stations, and any boats retaining to start again shall be ruled out of the race.

3. A start shall be considered unfair it, during the first ten strokes, any of the competing boats shall be disabled by the breaking of an oar or any other accident.

4. No louling whatever shall be allowed.

5. It is the province of the referee when appealed to, but not before, to decide a foul, and the boat decided by him to have fouled shall be ruled out of the race.

6. In case of a foul, the referee, if appealed to during the race, shall direct the non-fouling boat to row on, which shall, in every case, row over the remainder of the course in order to claim the race.

7. It shall be considered a foul when, after a race has commenced, any competitor by his oar, boat or person comes in contact with the oar, boat or person of another competitor; and nothing else shall be considered a foul.

8. Any competitor who comes into contact with an

has commenced, any competitor by his oar, boat or person comes in contact with the oar, boat or person of another competitor; and nothing else shall be considered a foul.

8. Any competitor who comes into contact with an other competitor, as defined in rule 7, by crossing into his competitor's water, commits a foul; but when a boat has one fairly taken another boat's water by a clear lead it has a right to keep the water so taken.

9. A boat shall be decided to have a clear lead of another boat when its storn is clearly past the bow of the other boat when its storn is clearly past the bow of the other boat when its storn is clearly past the bow of the other boat who had a region and one fairly, the straight or true course from the station assigned to it at starting; but two boats are racing, and one fairly, attied to keep the water so take a to then death of the entitled to keep the water so take a to then death of the entitled to keep the water so take a to the obtained and if the two boats atterwards come into contact while the leading boat departing from the water so taken the boat whose water has been so taken shall be deemed to have committed the foul; but if they come into contact by the leading boat departing from the water so taken the leading boat shall be deemed to have committed the foul; but if they come into contact by the leading boat shall be deemed to have committed a foul.

11. The referce shall be sole judge of a boat's straight or true course during every part of the race.

12. It in any race in which more than two boats start a foul takes piace, and the boat addinged by the referce to have been fouled reaches the winning post first, the race shall be decided as the boat addinged by the rifere assigned to it.

14. Every boat shall be allowed to accompany a competing race and at the moment of the foul to warrant its having the race assigned to it.

14. Every boat shall stand by its own accidents occurring during the race.

15. In the event of a dead heat taking place the same crows shall conte

In the development of the second of the seco

Thirty minutes later a second gun will be fired to draw nto line. into line.

Ten minutes later the signal to start will be given.

No delay will be encouraged or allowed, and the crews in line will be positively started at the time named.

All races shall be started in the following mauner:—
The starter shall ask the question. "Are you ready r" and receiving no reply, after waiting at least five seconds shall give the signal to start by the firing of a pistol.

Crews will rands are received. pistol.

Crews will rendezvous on the east shore of the lake, near the starting line, in ample time to prevent any delay.

Persons designated to hold the boats at the starting line to report on board the steamer at Moon's dock at one o'clock on the day of each race.

N. B.—In practising, crews rowing from the start to the finish shall have right of way, and crews rowing in other directions must keep clear of the course.

THE THREE GREAT RACING COURSES.

Saratoga, Springfield, Lake Quinsigamond.

We are happily able to lay before our readers more notable than any other in America, but also sketches of the two principal courses which have in the past been the scene of the great college aquatic contests.

The Saratoga Course. Scarcely more important is it before giving battle to choose and know well your ground than in pre-

paring for a friendly bout with the oars to choose and know well the water. No one is better aware of this than the veteran professional. When about to row a race he will be on the water weeks i advance, studying its every eddy and current now the wind strikes it, where he can work to best advantage, and many more things which he who is to risk much ought to know. But in the selection of an area for a battle like that of to-day many other things have to be considered. Por these meetings draw together not simply the rowers themselves, but friends in multitudes relatives, partisans, old oarsmen, strangers manly sports and many more of every rank and station. No better proof be had, if desired, of this than a look at the influx into Saratoga during the last seven days. The press, to be sure, has contributed much towards it, laying before the public all done and to be done and the pleasure to be had if the trip was made; but there has been one steady, ceaseless tide of a general, well-bred humanity glad of an opportunity to combine a visit to the famous springs with a sight of our principal aquatic, and, it may be added, athletic spectacle For, fond as we may think ourselves of outdoor sports, there is but one athletic event in the whole year in which the interest felt is at all general or about which we stop and read, and that is this same University Race. It, like men, gains much of its best strength from its character, for it is well known that there need be no suspicion of unfair play in these contests, or anything else not entirely frank and manly. Never once, to their credit be it said, have these races developed anything not strictly fair, even the habit allowed in the English University races of the leading boat "washing" the other being discountenanced here, as jockeying and unworthy of gen-

The question of what water will best suit these trials of speed hus of late years wholly changed. Up through 1870, with a rare exception, but two boats at a time competed, and so a narrow course like that of Lake Quinsigamond did very well, But when, with the coming years, new colleges clamored for representation, a track had to be found adequate to the growing Jemand And not in rows alone, for there is plenty of water in almost any part of the country broad in almost any part of the country broad and nearly smooth enough to suffice for several crews to row on abreast; and our many lakes and pends would no doubt furnish abundant room for work where the dangerous element of current would be omitted; but when the other requisite are looked at, the quartering and caring for the rowers and their property, and providing for friends and visitors numbering many thousands, It will be seen at once that there must at least be abundant hotel room close at hand. THE PROBLEM.

then, reduces itself to finding a course intrinsically good, lying near a city or large town, capable of accommodating many strangers. A look at any place heretofore tried will show that no lair solution of this problem has, up till now, been found. Had the water near either place named been all it should be, neither of them would long suit, for the reason that they have hotel ac commodations sufficient for only ordinary demands, and it would not pay to build more extensive ones. This does not hold good of Saratoga, because it is a place which in one month

of the year has a great accession of visitors, and has places for them, while nearly all the test of the time many of those places are vacant. In July, for instance, this holds partly good, and in July these meetings are held. Moreover, the majority of their frequenters are used to a large degree of home comfort, and do not like to be stowed away of a hot summer night, as they had to be at Springfield or Worcester, in a room with a number of total strangers, and as many of them have often been here purposely for relaxation and know that they will be well taken care of, Saratoga's chances of keeping these races seems very good. But the principal element in rendering them so is the great and prompt care taken by her in all things pertaining to the races themselves, down even to the minutest detail. The people here nearly all show that they are used to meeting persons wellto-do and influential, and that knowledge stands them now in admirable stead. The income it may bring their town may be a motive, but it is likely that the added reputation is a much stronger one. And then again, this take is certainly a most desirable place for rowing. The fastest oarsmen this country ever turned out—the Ward Brothers and their rivals, the Biglins-both speak in glowing praise of it, pronouncing it without exception finest course they ever saw. England, a greater racing country by far, has probably nothing like it, the fitful gusts that in almost a moment lash Windermere and her northern sisters into white caps rendering them dangerous places in which to hazard shell rowing.

A BRAUTIPUL LAKE from five to six miles long, is surrounded by pretty, though not grand or striking scenery. The shores, while neither abrupt nor very high, still afford good sheiter from the winds, although, fortunately, these races came at a time of year when the wind seldom blows long or flercely. An eye to the future is manifest in all the doings of these people in connection with to-day's contest, the substantial nature of the numerous boathouses erected and the thorough and hearty way of

WORKING OF THE VARIOUS COMMITTEES abundantly evincing this. There has in past years been talk enough of com-mittees of the citizens to aid, and often at Worcester they did considerable to help, but the carsmen could not avoid feeling that they were causing them trouble, a fear which the universal good nature and prompt and vigorous action here throughout this year has entirely dispelled. Indeed, the many committees work so well together that their work does not seem hard at all. This is a place of rest and play, far more so than either busy New England city named, or, in fact, any other save Newport. .

ADVANTAGES OF SARATOGA. Then, again, for the more distant universities and colleges—Harvard and Dartmouth on the east, Princeton south, and Cornell west-it is about central, while an hour, more or less, of car riding is not a matter to stand long over. Build one more railroad track, and, unless some unthought-of fault comes up today, Saratoga Lake will become what for over twenty years we have been seeking-the perma-

The rumor has gone about that should Harvard win this year she will retire from the association, but by excellent authority this statement is contradicted, and as three of this year's crew do not graduate there is probably nothing to be feared in this direction. There is appparently equally little fear that THAT GREAT BUGBRAR,

Morrissey, will corrupt the youth, as he is reported to be determined that no student shall be admitted to his club house. Of the three crews which contended last year at Springfield, and which are all absent now-Amherst, the Amherst Agriculturals and the Bowdoin-the Amberst made Morrissey's presence and the temptif not their chief one, for not coming to Saratoga, This objection was promptly met by Rev. L & Rowland (an Amherst graduate, I think, and pastor of the Congregational church here), in writing last winter to Professor Hitchcock, of Amherst College, and will be appropriate here in reply to the charges of the Springfield paper just quoted. After asserting that he does not write in the interest of the Saratoga Rowing Association or

of John Morrissey, he continues:—
"Allow me, therefore, to say, with all the emphasis of italics, that I regard the objections urged against Saratoga on the score of the immorality of the place as without foundation in fact. The influence of Mr. John Morrissey here is exagger ated a thousand fold. He does not rule Saratoga and, as far as I am aware, he does not care to rule it. His operations here club house. As regards the former, I am not aware that they differ, except in magnitude, essentially from races held elsewhere. They are attended by sporting men as races always are. They are accompanied by betting and pool-selling, and so, I ven-ture to say, are the races held every year in the goodly cities of Springfield and Hartford. The public selling of pools is indeed a nuisance which we hope to see abated in time, but let the commu nity that is without any public scandal of the kind cast the first stone at Saratoga. The races are patronized mainly by strangers who come here for the purpose of attending them, and as they are held only one or two weeks in the year it is difficult to see how they can imperil the morality of the students who attend the regatta.

"But the great bugbear that seems to have frightened our New England friends from their propriety is the club house. The character of that institution is greatly misunderstood by people who have never been here.

ONLY A CLUB HOUSE. It is not a public gambling house, but a strictly private institution like the club houses in our large cities, to which none but the initiated can gam admittance, except by special request and permission. It began as a public house, but Mr. Morrissey was forced at once to change its character. Gambling is still supposed to be the principal object of the frequenters of the place, but the busi ness is carried on entirely beyond the reach of the public eye. It is the men who have their thousands to risk upon whom the proprietor depends as patrons, and unless Amherst students have more m to spend than when I was at college I think that Mr. Morrissey would regard them as game beneath his notice. Indeed, I have learned on good authority that no young man is admitted to the establishment unless accompanied by some responsible senior. Mr. Morrissey is very careful not to outrage public sentiment too far, and I venture to predict that the students who visit the regatts will find it impossible to get into the establish ment, even if they desired, and of course students from Amberst would not wish to try. * . .

ment, even if they desired, and of course students from Amherst would not wish to try.

"It is indeed supposed with good reason that Mr. Morrisses is secretly opposed to the regatta, and would deteat it if be had any power to do so, as the amplices under which it is to be conducted will be the most telling reduce of his own proceedings that could be given and must tend to his downial. Why should not Amherst give us her countenance and help to make the occasion a kind of missionary enterprise against evil ""

THE GREATEST SCANDAL.

Mr. Rowland asserts that Saratoga has as quiet a population as most New England towns, although its church attendance may be less. "The greatest scandal," he says, "that I have noticed since I have been here is that occasioned by the prurient curiosity of Caristian people from abroad, ciergymen as well as laymen, who have seemed more anxious to get a peep at the inside of Mr. Morrissey's establishment, and to avail themselves of their irredom from the restraints of home to attend the races, than to drink our waters, or to attend our prayer meetings. This accounts for the fact that they know so much more about the vices of the piace than the stated residents. If they were as anxious to see the good as they are the evil they would carry back to their homes a somewhat different account of the moral condition of the piace. The Caristian people of Saratoga are in the main too Puritaincal to visit the haunts of vice even from monves of curiosity."

THE MANAGEMENT OF THE RACE.

THE MANAGEMENT OF THE RACE.

Of the management of the race he says:—

"I believe that the association will be equally successful with the College Regatta. They have the support of the whole body of our respectable citizenship; in fact, the whole community is thoroughly in earnest in the matter. We are determined to keep the affair free from vice, if in order to do it we all have to be encolled as special policemen, and to call out the militia in support of order. Selfish considerations, if nothing else, will keep the association faithful to its piedges. It is their hope to make the regatta a permanent institution of Saratogs, and they understood periectly well that the moral demands of the colleges must be met in order to secure that end. You may congratulate yoursalf, my dear sir,

in one respect, on the position you have takens the spur it has given to their vigilance will make the assurance of the Rowing A sectation doubly sore. I believe the result will make it clear to yourself, and even to my redoubtable Harsford prother, that Saratoga is not yet quite ripe for the late of the Cities of the Plain."

The following extract from the columns of the Springfield Republican of the race day last year, July 17. will show the shape and grounds of the opposition, as made by a paper of a place with a rival course, and its spirit and motives can readily be observed as one reads it. I quote it, indecens innuendoes and all, as about the most condensed and vigorous summing up of the opposition to having this contest pere-to-day :-

and vigorous summing up of the opposition we having this contest here-to-day:—

SARATOGA OR STRINGPIELD.

It is a fact within the knowledge of many of our readers—though it will undoubtedly be news to more—that a strong push was made to capture the regatta this year and carry it into disgraceful captivity at Saratoga. Mr. John Morrissey gave the students to understand that he stood ready to assume all the expenses, to provide prizes, &c., and to foot the bliss for the support of the crews, if they would leave that Puritaineal Springfield in the lurch and come to the Sorings. It was a terrible temptation. To the boys of the little up-country colleges especially these regatts expenses are a very serious matter. But it was resisted. The boys were proof. Mr. Morrissey was civilly given to understand that the regatts was not for sale.

He is not the man to be discouraged by a single rebus, however, and it is aiready evident that another and more determined attempt is to be made upon the undergraduate virtue. The man business of a number of the visiting newspaper correspondents, metropolitan and other, now in Springfield, is to write down the Connecticul Eliver course and the city, in the Saratoga interest. They are doing Mr. Morrissey's work; whether they are doing Mr. Morrissey's work; whether they have seen the color of Mr. Morrissey smoney or are working gratuitously we can't say. That is a matter between them and their employers. We may add that the inneepers of Saratoga are very nearly or quite as earnest in this business as their distinguished townsman. The regatts would mean guests in their rooms and greenbacks in their tilla, it would add a good fortuight or three weeks to "the season." They could well aford to go snaoking means in the saratoga survestment—sure to pay, and pay handsomely.

But we fancy that Mr. Morrissey and the Saratoga are doometer and the saratoga sea are doomed to disappointments.

in Mr. Morrissey's bribe; it would be a shrewd business investment—sure to pay, and pay handsomely.

But we faucy that Mr. Morrissey and the Saratoga Bonifaces are doomed to disappointment; that it is a rather pronounced case of sour grapes. There are a low things, thank God, still left in this country that money can't buy, and we believe this regatts to be of the number. At the last meeting of their association, the young fellows, its present owners, formally voted that it should not be dragged down by the gambiers to the level of the ordinary "sporting event" if they could belp is; that they would do all in their power to save it from such a fate and keep it what it was originally designed to be—a friendly contest among geutlemen for honor and not for money. They have shown no sdisposition as yet to go back on that declaration. If their effort to get rid of the camblers was met rather coldly and inharmoniously at first by our local and State authorities the practically complete suppression of pool selling yesterday was an earnest that they were not to be left slone in the effort to keep the sport clean. They must see, they must be conscious, that that effort is seconded and supplemented by a controlling public sentiment, a sentiment powerful enough to make the gambiers feel uncomfortable and ill at ease in Springfield and long for a more congening chance. It is the same public sentiment that has enabled Springfield to keep its trotting course cleaner, morally speaking, than any other in the country. The people of Springfield are with the undergraduates in this thing heartily and thoroughly.

To remove the regatta from this New England river and this New England community will be to expose it to needless danger. To sell it out to Mr. John Morrissey, of the Saratoga club house, would be to cut its throat outright. There would be no misunderstanding that transaction. College faculties, parents, the press, the public generally, would all see it in one light. We shall not believe it the possibility of such a folly

The Springfield Course,

made so familiar to all by the great race there last summer, commenced where the Connecticut narrows below the city, as shown at the point X in the diagram, to 800 or 900 feet, and stretches away three miles down stream, widening gradually. It too, like the others, lies north and south, but, unlike them, has some current. Unfortunately the race of last year fell at a time when the good people of Springfield claim that the water was unusually low, lower than it had been for many seasons. However this may be, there certainly were long shallows here and there over the course, in some places the water being scarcely a foot and a half deep. The crew that had for half a nile or more, as had Cornell, to pull over such a course, with their oars almost or altogether touching the bottom, might well complain that beside those in mid-channel, feeble though the current was, they could do themselves no justice. It is pretty hard to get yourself ready for a whole year together for a struggle with your fellows, and after practising long self denial, bodily labor, severer and more protracted than you ever knew before, and sacrificing much time and not a little money, to find your efforts worse than thrown away by your being in the hour of trial pushed over on to part of the track unfit for you or any one else te contend on equal terms with your antagonist. It is more than likely if such hazards were to be run with the race. And yet, in addition to this formid. able objection to the Springfield course, there is another even worse, one not fitful or the cons quence of any one year's caprice, but one inherens moved. It is nothing more nor less than that the river here is crooked, so that for ten or a dozen

in the course itself and which cannot well be removed. It is nothing more nor less than that the river here is crooked, so that for ten or a dozen boats to row from a given starting line and yet allow each enough room to avoid fouting its neighbor and still row a race absolutely fair is, saving on one condition, impossible. That condition is one that is extremely difficult, indeed impracticable to require, and that is that the boats row in lanes. As it was last year, the starting line was drawn across the river at right angles with its course. To draw the other three miles away around the bend of the river at right angles there with its course would be giaringly uniar; so a diagonal line was run, meant to do fairness to all, and without inquiring how well its succeeded it is enough to say that it was possible for one crew to row from the start and cross the finish line and do actually less than three miles, while another, seeming yet to steer well, might really do more than three. But in these days, when boats and oars andeven men have improved so over those of past years, and races are won by sections and fractions of a second instead of minutes, a current, however slight, or a bend in the course, is keenly felt, and should, if possible, be avoided. The wind will blow anywhere, and if it can touch water will ruffle it and so hazard somewhat the conditions of a race; but crooked streams and currents can be avoided, and in a conflict where so much is staked as here surely ought to be.

The good name of the Springfield course surfered also much last year from the wretched mismanagement of the races themselves. The city had a conflict where so much is staked as here surely ought to be.

The good name of the Springfield course surfered also much last year from the wretched mismanagement of the dayer, nothing, as usual, was done by either. The referee's boat ran short of good coal just when she was most needed, and he had two coep it in the heart of the day came of; no one could tell who won; the start were only 44t

Lake Quinsigamond Course.

In the heart of Massachusetts, nestling quietty among the Worcester hills, lies a pretty lake three or four miles long, bearing the quaint old Indian name Quinsigamond. It is not wide, being scarcely anywhere much over quarter of a mile, while the southern half of it is so dotted with islands and its water is so shallow as to make it about impossible to get much of a racing stretch there. But, dividing it near the centre, there used to run a pontoon bridge, and now an earthen road keeps up the old turnpike over which Dan Webster perhaps often rode to circuit, between Worcester two miles west, and Boston, forty-two cast. That part of the lake to the north was that which has become so familiar in Yale and Harvard tradition, and as the light craft of each shot once in each July out through the little opening of the bridge, each bearing six stout hearts, and sped swiftly away up the west shore to and past the foot of the grand stand, it is not singular if the thrill that touched pack power as inquising of friends thus.